



# The China Mail.

ESTABLISHED 1845

No. 15,292

號二月五年二十一百九千一英

HONGKONG, THURSDAY, MAY 2, 1912

子壬戌歲年十一百六千四元

PRICE, \$3.00 Per Month

**THORNE'S**  
OLD VAT



**SCOTCH WHISKY.**

**R. THORNE & SONS, LTD.**  
GREENOCK & LONDON  
SOLE AGENTS IN HONG KONG, CANTON & MACAO  
A. S. WATSON & CO. LTD.

POPULAR  
**ASAHI BEER**



OBTAINABLE EVERYWHERE.

SOLE AGENTS:  
**Mitsui Bussan Kaisha.**  
Hongkong, January 3, 1912.

THE "TALKING PICTURE."

Looming up on the horizon a still greater menace to the old-time stage and its people, there appears the so-called "talking picture," a synchronization of the cinematograph and the phonograph, in which electrical science plays an important part. Already in London and Paris the talking pictures are a craze. So promising have been these reproductions of plays and operas that two of our most prominent producers, Charles Frohman and Henry W. Savage, completed for the American rights, "Quo Vadis" has been "photographed," with the spoken parts taken by the phonograph, while "Pinafore," "The Mikado" and the "Chimes of Normandy" have also been produced on the screen, their tuneful strains proceeding from the canned orchestra. A more ambitious and promising scheme however seems to be that undertaken by the New York Philharmonic Society with the collaboration of President J. Stuart Blackton of the Vitaphone Company. This will be no less than the production of the famous operas and scenes appearing in moving pictures, while the classic of the composers is rendered by good orchestras. This will be tried in some of the large cities first, and if successful, may well lead to the popularization of the masters and the general enjoyment of what is now for many thousands an unattainable luxury.

Thomas Alva Edison has also turned his inventive genius in the direction of a mechanical theatre. The Wizard of Menlo Park having recently announced the completion of the Edison speaking pictures. Very recently, too, Edison uttered the prophecy that within a very short time the workingman will be able, lying down his dinner at the modern theatre of cinematography, to enjoy grand operas and dramatic productions with sound dialogue, colour and action all scientifically reproduced—a complete conquest apparently by science of the art of music and dramatic entertainment—Robert Gray in *Review of Reviews*.

RELIEF FOR SUFFERERS.

STUBBORN cases of rheumatism which do not yield to other treatment, yield promptly to the action of Colley's Colic and Rheumatism Remedy. It is always given with success by all Chemists and Dispensaries.

## Business Notices.

### MOTOR BOATS.

Fast Launches and Tugs.  
Light Draft Steamer.

CONSTRUCTIONAL WORK AND REPAIRS.

**W. S. BAILEY & Co., Ltd**

TELEGRAM

Received on 11. 11. 11. from LONDON

We beg to inform you ROYAL WARRANT AWARDED  
our Company for Milk.



TRADE MARK

CONDENSED MILK.

MILKMAID STERILIZED NATURAL MILK.

EVAPORATED CREAM.

On Sale at All Stores.

**HONGKONG, CANTON, MACAO**

AND

**WEST RIVER STEAMERS.**

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
AND THE CHINA NAVIGATION CO., LTD.

Commencing from Saturday, 13th April, the following will be the running of the Canton Steamers, until further notice:

#### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 3rd MAY. 'HONGKONG' 8.00 A.M. 'KINSHAN' 10.00 P.M. 'HONAM' 8.00 A.M. 'FATSHAN' 10.00 P.M.

SATURDAY, 4th MAY. 'HONAM' 8.00 A.M. 'HEUNGSHAN' 10.00 P.M. 'HONGKONG' 8.00 A.M. 'KINSHAN' 10.00 P.M.

#### HONGKONG-MACAO LINE.

S.S. 'SUI TAI' Tons 1651. S.S. 'SUI AN' Tons 1651.

HONGKONG TO MACAO. Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf, Sunday, at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG. Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

#### EXCURSION TO MACAO.

SUNDAY, 5th MAY.

The Company's Steamship 'SUI AN' will depart from the Company's WING LOK STREET WHARF at 9 A.M.

N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 A.M. and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

#### CANTON-MACAO LINE.

S.S. 'HOISANG' 497 Tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 2 P.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

#### CANTON-WUHOW LINE.

S.S. 'SAINAM' 588 Tons, and S.S. 'NANNING' 545 Tons.

One of the above steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers 'LINTAN' and 'SANUI'. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**

**HOTEL MANSIONS (First Floor).**

Opposite the Blake Pier.

## SCENIC RAILWAY.

THE same as was shown at the HONG KONG UNIVERSITY BAZAAR, will be open to the public from

**WEDNESDAY, 1st MAY, 1912.**

at the Old Land Office in QUEEN'S ROAD (opposite the foot of D'Almeida Street).

**36 EXTRA FILMS 36.**

Will be exhibited, so that passengers may go ROUND THE GLOBE with all the thrills and excitement of a railway journey in the record time of HALF AN HOUR.

**OPEN DAILY. OPEN DAILY.**

from 2 P.M. to 11 P.M.

A Fresh stock made every 20 minutes.

**FARE: 50 CENTS.**

Hongkong, April 25, 1912.

## SINGON & CO.

ESTABLISHED A.D. 1880

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Cokes Importers. General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 5114.

Hongkong September 4, 1909.

124

124

124

124

124

124

124

124

124

124

124

124

124

124

124

124

124

## Business Notices.

### VICTORIA DISPENSARY.

(Opposite the Clock Tower).

DISPENSING AND FAMILY CHEMISTS.

IMPORTERS OF

PROPRIETARY MEDICINES,

Toilet Articles, Perfumery, Soaps,

CIGARS, CIGARETTES, TOBACCOS.

**KELLY & WALSH, LTD.**

#### COLONIAL LIBRARY.

\$1.75 each or 3 for \$5.00.

The Revolt, Putnam Wells.

A Blind Lead, Lawrence Lynch.

The Man who stroked Cats, Morley Roberts.

When God Laughs, Jack London.

Violet Porter's Lover, Richard Marsh.

The Twins of Suffragan Creek, Ridgwell Cullum.

The Quest of Glory, Marjorie Bowen.

Love in a Snare, Charles Garvice.

The Gifted Name, Mrs. Fred Reynolds.

Annabel and Others, R. W. Wright-Henderson.

Dame Yvonne of the Angels, Holdsworth.

Thirteen, Temple Thurston.

Joseph in Jeopardy, Frank Danby.

Greenland Castle, Morice Gerard.

Leonora, Arnold Bennett.

As We Forgive Them, Wm. Le Queux.

Felix, Robert Hichens.

The Doctors of Married Life, Sadler.

80 cents each.

James Naughton, Inventor of the Steam Hammer, Smiles.

Running the Blockade, Taylor.

From Midshipman to Field Marshall, Sir Evelyn Wood.

Life and Letters, Lewis Carroll.

Box Production, Hurst.

Profitable Poultry Keeping.

Psychical Research, Barrett.

Evolution of Industry, MacGregor.

The Halo, Baroness von Hutten.

Six Women, Victoria Cross.

A Man's Man, Ian Hay.

The Stolen Lady, A. & C. Asker.

The Garden of Secrets, Max Pemberton.

The Silver Horde, Rex Beach.

Pirate Gold, (Scout Library), Hutchinson.

The Tinted Venus, F. Anstey.

Called Back, Hugh Conway.

Short Stories, Guy de Maupassant.

Patience, F. R. Benson.

The Apple of Eden, Temple Thurston.

35 cents each, 3 for \$1.00.

False Prudence, Author of 'White Slave Traffic'.

For Her Only, Chas. Garvice.

Magic of Love, Annie Swan.

The Trampled Cross, Joseph Hocking.

Love in the Purple, Monica Gerard.

The Four Fingers, Fred M. White.

Joy, L. G. Moberly.

The Food of Love, Frankfort Moore.

Doreen, Kina Lyall.

Brewster's Millions, Geo. Barr McCutcheon.

## THE

**LEEDS FORGE CO., LD., LEEDS.**

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.

Pioneers in the design and manufacture of

PRESSED STEEL UNDERFRAMES AND BOGIES AND ALL STEEL

RAILWAY WAGGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

**The Taikoo Dockyard and Engineering Co. of Hongkong, Ltd.,**

AGENTS, BUTTERFIELD & SWIRE.

Hongkong, October 3, 1911.

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

## Business Notices.

**GREEN ISLAND CEMENT CO., LD.**

**PORTLAND CEMENT**

in Casks of 375 lbs. net.

In Bags of 250 lbs. net.

**Shewan, Tomes & Co.,**

GENERAL MANAGERS.

**SUMMER SEASON 1912.**

**FAIRALL & CO.**

ARE SHOWING

**NEW MILLINERY**

of Every Description

Made-up Novelties

**LINGERIE FROCKS,**

New Laces, Ribbons, etc.

2, PEDDER STREET.

Telephone 844.

**GENERAL ELECTRIC CO. OF CHINA, LD.**

MANUFACTURERS AND IMPORTERS

ELECTRICAL ENGINEERS.

HEAD OFFICE: 16, Des Voeux Road, HONGKONG.

7, JINSEE ROAD, SHANGHAI.

TELEGRAMS: "GENELECTRIC." TELEPHONE: 518. TELEGRAPH: "SPARKLE."

## WORKS:

LONDON, WITTON, MANCHESTER, BIRMINGHAM.

Large Stocks held of all Electrical Supplies.

Wires, Cables, Flexibles, Insulating Tapes,

ELECTRIC LIGHT FITTINGS

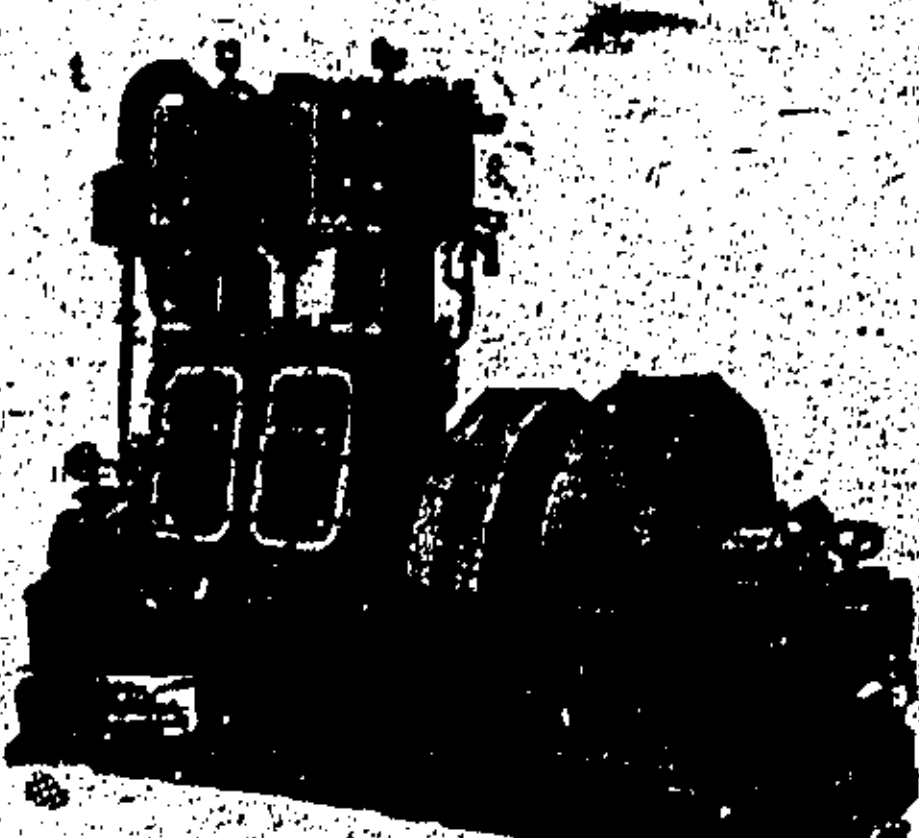
TELEPHONES, BELLS, BATTERIES, SHADES, ARCS

ELECTRIC LIGHT ACCESSORIES,

STEAM DYNAMO SETS, MOTORS, DYNAMOS,

"OSRAM" METAL LAMPS, ETC., ETC.

MANUFACTURERS OF ALL ELECTRICAL PLANT



RETAIL AGENTS IN HONGKONG:

**WILLIAM C. JACK & CO., LTD.**

14, DES VOEUX ROAD.

TELEPHONE 368.

Hongkong, May 25, 1908.

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129

129















# Garner Quelch & Co.,

## WINE MERCHANTS.

Des Voeux Road.

TELEPHONE 636.

Supply the highest quality Wines, Spirits, Cigars and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, December 12, 1911.

1893

## Banks

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

Paid-up Capital ..... \$15,000,000  
 Reserve Fund ..... \$1,500,000  
 Sterling ..... \$1,500,000  
 Silver ..... \$1,500,000  
 Reserve Liability of ..... \$15,000,000  
 Proportions ..... \$15,000,000

COURT OF DIRECTORS:  
 E. SHILLIM, Esq., Chairman.  
 F. H. ARMSTRONG, Esq., Deputy Chairman.  
 Andrew Forbes, Esq., G. H. Medhurst, Esq.,  
 G. Friedland, Esq., W. L. Patterson, Esq.,  
 S. Gubbay, Esq., Hon. Mr. C. H. Rose,  
 G. R. Lauren, Esq., H. A. Siebe, Esq.,  
 F. Lieb, Esq.

CHIEF MANAGERS:  
 Hongkong—N. J. STARR.  
 Shanghai—H. E. R. HUNTER.

MANAGERS:  
 Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months 2½ per cent. per annum.

" 6 " 3 " " "

" 12 " 4 " " "

N. J. STARR, Chief Manager.

Hongkong, February 17, 1912.

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2½ PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,  
 N. J. STARR, Chief Manager.

Hongkong, January 24, 1911.

## THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853. HEAD OFFICE, LONDON.

PAID-UP CAPITAL ..... £1,200,000  
 RESERVE FUND ..... £1,200,000  
 RESERVE LIABILITY OF PROPRIETORS ..... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.

Hongkong, April 12, 1912.

## NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY).

ESTABLISHED 1824.

PAID-UP CAPITAL ..... £1,450,000 (£3,750,000).  
 RESERVE FUND ..... £1,724,317 (£3,993,693).  
 HEAD OFFICE—AMSTERDAM.  
 HEAD AGENCY—SINGAPORE.

BRANCHES—Singapore, Penang, Shanghai, Hongkong, Canton, Hankow, Tientsin, Peking, Harbin, Manchuria, etc.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

GEO. HOGG, Manager.

Hongkong, March 23, 1912.

## THE CHINA MAIL.

Washing Books.

INTEREST ALLOWED.

On Current Account 2½ per cent. per annum on balance.

Fixed Deposits 12 months 4½ per cent. per annum.

" 6 months 3½ " " "

" 3 months 2½ " " "

" 1 month 1½ " " "

" 6 months 3½ " " "

" 3 months 2½ " " "

" 1 month 1½ " " "

" 6 months 3½ " " "

" 3 months 2½ " " "

" 1 month 1½ " " "

" 6 months 3½ " " "

" 3 months 2½ " " "

" 1 month 1½ " " "

" 6 months 3½ " " "

" 3 months 2½ " " "

" 1 month 1½ " " "

## 2 Extremes

FACE THE PROSPECTIVE PURCHASER OF A TYPEWRITER.

He may buy one of the cheap toys which yield a semblance of typing for eight months or a year, when he consigns it to the scrap heap—

He may spend £20-£30 for a heavy, highly complicated machine, possessing many "improvements" which he does not require, so elaborated and complex that it is in the repair shop half the time.

## THE GOLDEN MEAN

## THE IMPERIAL TYPEWRITER

which provides, AT MODERATE COST, every ESSENTIAL modern improvement, in a SIMPLE, STURDY, LIGHT Machine, which does beautiful work and is one of the fastest and most durable writing machines in the world.

The Machine that has made the high-priced Typewriter a fad.

SOLD BY KELLY & WALSH, LTD. and HARRY WICKING & Co., Sole Agents for China.

## ANGELICAN MARRIAGE SERVICE.

The Word "Obey"

There is a discussion in England just now, writes The Evening News (Sydney) as to whether the word "obey" should be deleted from the Anglican marriage service. Several other Christian churches do not use the word, either from accident or design, the Unitarians, for instance, having left it out intentionally, because of a theory concerning the equality of the sexes, and the Quakers, because they held that it was logically inconsistent with the belief in the equality of all individuals before God. The word has not gone unchallenged on the part of the Church of England; and naturally the protest grows in these days of militant suffrage when thousands of insurgent dames and dandies have declared intention to resist the arrogance of the tyrant man. And, say these revolutionists, what can be more galling than that at the most important religious ceremony of his life, the bride should be asked upon to declare that she will "obey" her husband.

The case for the new women has been put most forcibly by the Rev. Hugh B. Chapman. He puts it that where the word "love" is used, the word "obey" is both superfluous and hurtful, as "this promise of love on which the whole service practically pivots, is made by both persons concerned, so that they have already compromised themselves to mutual obedience within the limits of self-respect and of that perfect freedom which characterizes the service of true devotion. The inference that woman, by the use of this word, is conceded to be inferior to man, and that the Church sanctions such a bargain, cannot hold for an instant amongst spiritual people who are also possessed of mentality, and of a dignity which is their bounden duty to maintain." He goes on to say that the desire for the change of the word is based, however, on far larger and more serious grounds than obtain among educated people. In the poorer classes, I regret to say, after thirty years' experience in the slums, it is constantly the cause of gross and deplorable tyranny. Times without number, in trying to bring about peace between husband and wife, the former has argued that the latter swore at the altar to obey him, as though this conferred on him the right to treat her as he liked, to knock her about, and generally to play the bully, a tendency which in us all, and which is the fulcrum of a false authority conferred on us by a priest.

Of course, to most men, or at all events to most married men, the whole discussion seems to be one about words. Experience shows that the word "obey," whether it be said loudly or faintly, or whether it be said with full intention, or with a percentage of mental reservation, makes no difference in the result. Women obey or do not according to temperaments of themselves and their husbands, and according to their environment. Every person naturally tries to impose his or her will on those around them, and the result is some sort of a compromise between these forces and the facts of life. It is curious, also, that this ultra-sensitiveness by some women as to the wording of a more or less formal promise of obedience comes in an age, wherein women have more power and are more obeyed than at any previous period. It is significant, too, that men are somewhat disconcerted with modern conditions, and look back with some regret to the times when women were more docile. It is noteworthy too that in this modern era there are countless complaints from the pulpit, press, platform, and police of the decay of home influences on the children. But what does that mean if not that there is less "government" in the household, which is another way, usually, of saying that while the rule of the husband has been weakened, the housemother has failed to supply the need for firmness and control. The fact is that many households suffer not so much from any anarchy on the part of either husband or wife, but because of a lack of it. Either out of chivalry, or over-defence, or disinclination, neither cares or dares to be "boss," and, in consequence there is the inevitable want of discipline, want of direction, want of decision, want of initiative that result from a lack of real authority.

## LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your system is weak, and your vitality is decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND.

Supplies the blood with the wanted nourishing and healthy food building materials—Very palatable.

OF ALL DRUGGISTS.

Price 1/6 per bottle.

## MANCHURIA AS A MARKET.

The Prospect of British Trade.

A special article from a correspondent of "The Times" gives some information as to the prospect of British trade in Manchuria now that the country is beginning to afford openings for the employment of capital. In the present transitional state of its development, import and export business must be combined, and in some districts resort to actual barter is advisable. At the same time export business offers excellent possibilities, especially in the direction of the frozen meat trade, in connection with which a refrigerating plant at Dalny would be necessary. Buyers and sellers should be given full powers by the firms they represent.

At present only Japanese houses—and one great trading house of the Far East in particular—appear to have realised the immense possibilities of the Three Provinces and adapted their plan of campaign to the peculiar conditions which exist. They have been quick to see that—in what may be called the transition state of Manchuria, with its still somewhat primitive facilities for commerce and transport—this is essentially an instance in which import and export business must be combined in order to reap the fullest profits. As a matter of actual experience the cost of working them in conjunction is very little more than is entailed when one side of business only is done. By these simple methods—which are appreciated by the Manchurian people, who are as yet only at the earliest stages of commercial civilization—the most powerful Japanese business concern in the Far East has possessed itself of practically three-quarters of both the import and export trade in the country of Changchun. To all intents and purposes, this shrewdly managed firm has cornered the market so far as cereals (such as beans, maize, kolo-liang, wheat, etc.), are concerned; and at present no foreign firm can compete against them in piece-goods. In the North the Russian merchants absolutely confine themselves to the primitive barter system, trading piece-goods, ironware, and fancy goods against cattle, skins, furs, wool, etc.

It is on the export side that British capital and enterprise could be applied with splendid possibilities of development and satisfactory profits. For the moment, the best trading prospects appear to lie in the direction of the frozen meat trade. Pheasants and wild geese are found in immense numbers in Eastern Manchuria and bustards in the plains, but this is especially true of the plains, and agriculture is the chief occupation of the people. The point must be emphasized that the commodities are not only required in Europe, but in all parts of the world; and that there are good markets for them even so comparatively near as South China and Siberia.

An essential to success is "local control"—that is to say, there must be on the spot, in Manchuria, buyers and sellers with plenary powers. It is in this respect that British firms (and firms of other European countries for that matter) have hitherto failed to gain any considerable position in Far Eastern trade. Most of the foreign exporting firms make the big mistake of merely sending representatives into Manchuria with restricted powers, subject to consultation with the management or directors at the home headquarters. The resultant delay is a fatal flaw in this policy, making for expensive and unprofitable methods. The delay of waiting for a decision, say, from London may mean the loss of days. Take a significant instance from Manchurian experience of the past year as proving the absolute necessity of local knowledge and a local presence of closing in respect to barter. Foreign firms, buying furs, beans, did practically nothing in 1911. Why? The supply, controlled by Japanese companies, was entirely taken up by the Japanese through the activity of the intelligence department at the spot concerned, the market.

## RHEUMATISM.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND.

Supplies the blood with the wanted nourishing and healthy food building materials—Very palatable.

OF ALL DRUGGISTS.

Price 1/6 per bottle.

## His Britannic Majesty's Ships on the China Station.

Name	Class	Tonnage	Gun	H.P.	Commander	Last report of
Alacrity	despatch vessel	1700	12	2000	Comdr. G. A. Lamb	Hongkong
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. H. E. Pritchard	Kiangsu
Britomart	river gunboat	710	2	900	Lt.-Comdr. W. H. Darvall	Hankow
Cadmus	aloop	1070	6	1400	Comdr. H. P. E. T. Williams	Hankow
Cambrian	cruiser	4380	—	—	Capt. J. Drummond	Wohaitze
Cerberus	water tank and tug	390	—	300	Master H. Smith	Hongkong
Clio	aloop	1070	6	1400	Comdr. H. R. Vesle	Canton
Defence	cruiser, 1st class	14,800	—	—	Lt.-Comdr. H. S. Monroe	Hongkong
Fama	torpedo boat destroyer	300	6	5700	Capt. C. F. Corbett, M.V.O.	Hongkong
Flora	cruiser, 2nd class	4380	10	7000	Lt.-Comdr. E. Bodiam-Whelan	West River
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. Maxwell	Swatow
Janus	torpedo boat destroyer	280	6	3900	Capt. A. T. Hunt, C.S.I.M.	Amoy
Janus	cruiser, 1st class	9000	14	23,000	Lt.-Comdr. H. D. Barry	Yangtze
Kinsha	river gunboat	618	4	1100	Capt. F. O. C. Esco	Surveying duties
Merlin	aloop	1140	—	—	Capt. G. O. Cayley	Hongkong
* Minstrel	cruiser, 1st class	14,800	—	27,000	Capt. B. H. F. Bartlett	Hongkong
Monmouth	cruiser, 1st class	9800	—	22,000	Lt.-Comdr. G. P. Leith	West River
Moorehead	river gunboat	180	2	800	Capt. G. P. E. Hunt, D.S.O.	Shanghai
Nowaste	cruiser, 2nd class	4800	—	—	Lt.-Comdr. E. Bodiam-Whelan	Yangtze
Northampton	river gunboat	85	2	940	Comdr. Seymour	Hongkong
Other	torpedo boat destroyer	350	6	6300	Capt. F. H. Mitchell	Shanghai
Pegasus	cruiser	2132	—	—	Comdr. P. H. Wileigh	Hongkong
Phaethon	cruiser	2132	—	—	Lt.-Comdr. E. J. G. Mackinnon	Shanghai
Ribble	torpedo boat destroyer	590	—	7500	Lt.-Comdr. N. E. Archdale	Hongkong
Rosario	depot ship, submarines	980	—	1400	Lt.-Com. Allan Dixon	West River
Roebuck	river gunboat	85	2	940	Lt.-Com. I. A. S. H. Hutton	West River
Sandpiper	river gunboat	85	2	940	Lt.-Comdr. Maurice B. Leslie	Yangtze
Snipe	river gunboat	85	2	940	Lt.-Comdr. E. B. C. E. E. E.	Hongkong
Taku	torpedo boat destroyer	350	6	6500	Commodore C. J. Byres	Hongkong
Tamar	receiving ship	4650	—	—	Lt.-Comdr. H. R. N. Cottrell-Dorner	Upper Yangtze
Teal	river gunboat	180	2	800	Lt.-Comdr. B. W. Blunt	Shanghai
Thistle	river gunboat	710	2	900	Lt.-Comdr. H. D. Adam-Hall	Hongkong
Unk	torpedo boat destroyer	500	—	7500	Lt.-Comdr. E. T. B. Chambers	Shanghai
Virago	torpedo boat destroyer	350	6	6300	Comdr. G. B. Hartford	Hongkong
Waterwitch	surveying ship	680	—	450	Com. M. H. Widling	Kiangsu
Welland	torpedo boat destroyer	380	6	5900	Lt.-Com. M. Blackwood	Yangtze
Whiting	river gunboat	135	2	800	Lt.-Comdr. G. F. A. Mulock	Yangtze
Widgeon	river gunboat	150	2	800	Lt. C. Godfrey Herbert	Hongkong
Woodcock	river gunboat	150	2	800	Lt.-Comdr. A. A. L. F. F. F.	Hongkong
Woodlark	submarine	—	—	—	Lt. Comdr. J. B. A. Codrington	Hongkong
36	submarine	—	—	—	Lt. Comdr. Woodward	West River
37	submarine	—	—	—	Lt. Comdr. Murphy	West River
38	submarine	—	—	—	Lt. Comdr. Nicol	West River
39	submarine	—	—	—	—	—
40	submarine	—	—	—	—	—
41	submarine	—	—	—	—	—
42	submarine	—	—	—	—	—
43	submarine	—	—	—	—	—
44	submarine	—	—	—	—	—
45	submarine	—	—	—	—	—
46	submarine	—	—	—	—	—
47	submarine	—	—	—	—	—
48	submarine	—	—	—	—	—
49	submarine	—	—	—	—	—
50	submarine	—	—	—	—	—

\* Flagship of Vice-Admiral Alfred L. Wintace, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

## Foreign Men-of-war on the China and Japan Station.

Name	Flag and description	Tonnage	Gun	H.P.	Captain	Last report of
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	45	8000	Capt. H. Naufa	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Verges	Shanghai
Kleber	French armoured cruiser	9700	12	19,600	Capt. Couts	Saigon
Decade	French gunboat	445	10	1300	Lieut. Vandier	Saigon
Argus	French gunboat	180	8	570	Lieut. Dordet	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Jervillier	Canton
Pelino	French gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Dutemps	Tientsin

\* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.

Name	Flag and description	Tonnage	Gun	H.P.	Captain	Last report of
Lynx	French sub-marine	—	—	—	Lieut. Bolux	Saigon
Protee	French sub-marine	—	—	—	Lieut. Guillaume-Louis	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Aurillac	Saigon
Fronde	French destroyer	350	7	303	Capt. de Frigate Roussin	Hankow
d'Arville	French destroyer	130	7	300	Comdr. de Marquessier	Saigon
Pistolet	French destroyer	307	6	300	—	Saigon
Mousquet	French surveying ship	1625	10	9000	Comdr. Voisin	Saigon

\* Flagship of Capt. (Commodore) Boucaut, Commanding the local defence India-China.

Albany	U. S. protected cruiser	3420	10	7500	Com. M. L. Bristol	Olongapo
Bainbridge	U. S. torpedo-boat destroyer	420	7	8900	Lt. C. S. Graves	Yangtze River
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. R. Hill	Yangtze River
Callao	U. S. gunboat	243	8	250	Lieut. Stuart W. Coker	Canton
Chauncey	U. S. torpedo-boat destroyer	420	7	8000	Lieut. F. J. Fletcher	Yangtze River
Cincinnati	U. S. protected cruiser	3183	11	16,000	Comdr. S. S. Robinson	Shanghai
Dade	U. S. torpedo-boat destroyer	420	7	8000	Kingin J. L. Oswald	Olongapo
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. R. H. Green	Yangtze River
Del Cano	U. S. gunboat	620	4	800	Lt. Comdr. V. S. Houston	Yangtze River
Holmes	U. S. gunboat	1297	8	1988	Comdr. R. H. Jackson	Yangtze River
Mohican	U. S. station ship	1900	6	1100	Chief Gunner J. Mitchell	Olongapo
Monadnock	U. R. monitor	3090	6	3000	Lt. E. P. Swan	Olongapo
Monterey	U. S. monitor	4084	4	6206	Commander H. A. Wiley	Seylau
Panama	U. S. gunboat	243	8	—	Lieut. C. A. Woodruff	Owrie
Piscataway	U. S. gunboat	884	2	1600	Lieut. B. W. Wallace	Hongkong
Perry	U. S. Essex class tug	3082	—	—	Lieut. R. V. Love	Shanghai
Quincy	U. S. gunboat	350	2	208	Lieut. J. W. Schoenfeld	Yangtze River
Savannah	U. S. cruiser	4380	14	1800	Lt. Comdr. A. N. Mitchell	Canton
Scout	U. S. gunboat	243	6	250	Lt. E. D. Washburn Jr.	Chung
Searsville	U. S. armored cruiser	3160	14	17,075	Comdr. H. A. Bagshaw	Wakay
Yallahs	U. S. gunboat	370	9	908	Ensign H. J. McGary	Yangtze River
Whitcomb	U. S. gunboat	1297	8	1888	Ensign W. A. Edgar	Yangtze River
Worcester	U. S. tug	423	—	1000	Chief Boatsw. F. E. Basilego	Hongkong



CELEBRATED

## BRAND

IN PINTS AND SPLITS

**BRAND**

IN PINTS AND SPLITS

**ALEXANDRA BUILDINGS**

# ON HIRE

LIMITED.

Hongkong, April 16, 1907

**TELEPHONE 346**

## New Address

(Opposite their Old Premises)

**Bijou Scenic Theatre**  
FLOWER STREET.

MOVING PICTURE PLAYS.

Owner & Manager...H. H. STEPHENSON

Hongkong, April 1, 1912. 408

he adds to the outrage a cloth cap, which is the present fashion—well, he is just hideous!"

THE CHINA MAIL.

which many are interested in, now Chamberlain's Cough Remedy has won its great reputation and immense sale by its remarkable cures of colds. It can always be depended upon. For sale by all Chemists and Druggists.

**MRS GORDON**

kind some of which waiting and waiting  
always have immediate attention. This  
remedy has never failed to give relief.  
For sale by all Chemists and Dispensaries.

**LEGISLATIVE COUNCIL**

are hovering over 75 feet in length and weighing 100 tons. They are also the largest and heaviest of the world's great fish. They are also the most voracious and the most voracious of the world's great fish. They are also the most voracious and the most voracious of the world's great fish.

places and in such manner or by such

1  
 2  
 3  
 4  
 5  
 6  
 7  
 8  
 9  
 10  
 11  
 12  
 13  
 14  
 15  
 16  
 17  
 18  
 19  
 20  
 21  
 22  
 23  
 24  
 25  
 26  
 27  
 28  
 29  
 30  
 31  
 32  
 33  
 34  
 35  
 36  
 37  
 38  
 39  
 40  
 41  
 42  
 43  
 44  
 45  
 46  
 47  
 48  
 49  
 50  
 51  
 52  
 53  
 54  
 55  
 56  
 57  
 58  
 59  
 60  
 61  
 62  
 63  
 64  
 65  
 66  
 67  
 68  
 69  
 70  
 71  
 72  
 73  
 74  
 75  
 76  
 77  
 78  
 79  
 80  
 81  
 82  
 83  
 84  
 85  
 86  
 87  
 88  
 89  
 90  
 91  
 92  
 93  
 94  
 95  
 96  
 97  
 98  
 99  
 100  
 101  
 102  
 103  
 104  
 105  
 106  
 107  
 108  
 109  
 110  
 111  
 112  
 113  
 114  
 115  
 116  
 117  
 118  
 119  
 120  
 121  
 122  
 123  
 124  
 125  
 126  
 127  
 128  
 129  
 130  
 131  
 132  
 133  
 134  
 135  
 136  
 137  
 138  
 139  
 140  
 141  
 142  
 143  
 144  
 145  
 146  
 147  
 148  
 149  
 150  
 151  
 152  
 153  
 154  
 155  
 156  
 157  
 158  
 159  
 160  
 161  
 162  
 163  
 164  
 165  
 166  
 167  
 168  
 169  
 170  
 171  
 172  
 173  
 174  
 175  
 176  
 177  
 178  
 179  
 180  
 181  
 182  
 183  
 184  
 185  
 186  
 187  
 188  
 189  
 190  
 191  
 192  
 193  
 194  
 195  
 196  
 197  
 198  
 199  
 200  
 201  
 202  
 203  
 204  
 205  
 206  
 207  
 208  
 209  
 210  
 211  
 212  
 213  
 214  
 215  
 216  
 217  
 218  
 219  
 220  
 221  
 222  
 223  
 224  
 225  
 226  
 227  
 228  
 229  
 230  
 231  
 232  
 233  
 234  
 235  
 236  
 237  
 238  
 239  
 240  
 241  
 242  
 243  
 244  
 245  
 246  
 247  
 248  
 249  
 250  
 251  
 252  
 253  
 254  
 255  
 256  
 257  
 258  
 259  
 260  
 261  
 262  
 263  
 264  
 265  
 266  
 267  
 268  
 269  
 270  
 271  
 272  
 273  
 274  
 275  
 276  
 277  
 278  
 279  
 280  
 281  
 282  
 283  
 284  
 285  
 286  
 287  
 288  
 289  
 290  
 291  
 292  
 293  
 294  
 295  
 296  
 297  
 298  
 299  
 300  
 301  
 302  
 303  
 304  
 305  
 306  
 307  
 308  
 309  
 310  
 311  
 312  
 313  
 314  
 315  
 316  
 317  
 318  
 319  
 320  
 321  
 322  
 323  
 324  
 325  
 326  
 327  
 328  
 329  
 330  
 331  
 332  
 333  
 334  
 335  
 336  
 337  
 338  
 339  
 340  
 341  
 342  
 343  
 344  
 345  
 346  
 347  
 348  
 349  
 350  
 351  
 352  
 353  
 354  
 355  
 356  
 357  
 358  
 359  
 360  
 361  
 362  
 363  
 364  
 365  
 366  
 367  
 368  
 369  
 370  
 371  
 372  
 373  
 374  
 375  
 376  
 377  
 378  
 379  
 380  
 381  
 382  
 383  
 384  
 385  
 386  
 387  
 388  
 389  
 390  
 391  
 392  
 393  
 394  
 395  
 396  
 397  
 398  
 399  
 400  
 401  
 402  
 403  
 404  
 405  
 406  
 407  
 408  
 409  
 410  
 411  
 412  
 413  
 414  
 415  
 416  
 417  
 418  
 419  
 420  
 421  
 422  
 423  
 424  
 425  
 426  
 427  
 428  
 429  
 430  
 431  
 432  
 433  
 434  
 435  
 436  
 437  
 438  
 439  
 440  
 441  
 442  
 443  
 444  
 445  
 446  
 447  
 448  
 449  
 450  
 451  
 452  
 453  
 454  
 455  
 456  
 457  
 458  
 459  
 460  
 461  
 462  
 463  
 464  
 465  
 466  
 467  
 468  
 469  
 470  
 471  
 472  
 473  
 474  
 475  
 476  
 477  
 478  
 479  
 480  
 481  
 482  
 483  
 484  
 485  
 486  
 487  
 488  
 489  
 490  
 491  
 492  
 493  
 494  
 495  
 496  
 497  
 498  
 499  
 500  
 501  
 502  
 503  
 504  
 505  
 506  
 507  
 508  
 509  
 510  
 511  
 512  
 513  
 514  
 515  
 516  
 517  
 518  
 519  
 520  
 521  
 522  
 523  
 524  
 525



## BY TELEGRAPH.

[COPYRIGHT.]

## THE "TITANIC" INQUIRY.

## RE-EXAMINATION OF MR ISMAY.

(*Reuter's Service to the China Mail.*)  
LONDON, May 1.  
Mr Ismay, on being recalled to give further testimony, was questioned very closely on the affairs of the International Mercantile. He declared that there was nothing in the mail contracts demanding a high speed. He paid a tribute to the conduct of Captain Smith. He, Mr Ismay, in no way interfered with the management of the Titanic during the trip, though he remembered telling a passenger that he intended trying the speed of the Titanic on the 10th April. He indignantly repudiated the suggestion that anyone connected with the White Star Line was attempting to increase the insurance on the 15th April. He sent a wireless message to Mr Franklin on that date, but he did not receive it until two days later. He thought the construction of the liners must be changed, and the number of passengers carried reduced in order to increase the number of lifeboats.

## THE HOME RULE DEBATE.

## MR CHURCHILL ON ULSTER'S DUTY.

(*Reuter's Service to the China Mail.*)  
LONDON, May 1.

Continuing his speech on moving the second reading of the Home Rule Bill for Ireland, Mr Churchill said:—  
Assuming a complete divergence of views in the event of war, the Irish Parliament would be unable to add to our military risks, but he denied the likelihood of such a divergence, as the Bill would remove every ground for quarrel. Identity of interests was then absolute, and anything that would ruin England would mean the ruin of Ireland. The gain to the Empire would be the greatest and the risk to Britain the smallest. Mr Churchill made a strong appeal for the co-operation of Ulster. He admitted that Ulster was a serious obstacle to a thoroughly satisfactory settlement and that every citizen was entitled to resist oppression. It would, however, be a great disaster to Ireland if the Protestants in the North held aloof from the National Parliament. Ulster had duties as well as rights, and the Protestants in the North had a plain duty to their co-religionists in the rest of Ireland.  
No one, continued Mr Churchill, could measure the blessings which Ulstermen had the opportunity of conferring on their countrymen, or the fame and honour which they would reap if they led a united Ireland home. "It is their duty to bring the ship safely to port, but, if they refuse, they shall not obstruct the work of salvage," he concluded.

## MR LONG REPLIES.

Mr Walter Long said the Unionists were not prepared to desert their Ulster friends and advise them to accept a Bill which would bring, not peace, but war—a bitter war in every clause. Regarding national defence, the Government was not entitled, not even for a final settlement, to incur the risks inevitably involved. The financial provisions were unsound and dishonest. The greatest imposture of all was the pretence that the Bill would help toward Federalism. It would make Federalism ten times more difficult and the Opposition were united in their determination not to desert their friends in Ireland and to defend interests which were common to both.

## THE BILL WILL MEAN "CIVIL WAR."

LATER.

Sir Robert Finlay warned the Government that if they persisted with the Bill it would mean civil war. The Government regard their policy as Parliamentary tactics, but they would find themselves face to face with grim realities.

Colonel Seely said that unless it were assumed that the Nationalist leaders were acting a lie, they must admit the impossibility of religious prosecution and injustice taking place. The question was whether the Nationalist leaders were to be trusted. The Opposition had refused to trust the Boer leaders, and had prevented the grant of Home Rule to the Transvaal being made a gift to the nation instead of to Parity. Were they, he asked, going to be so much as to repeat the error? He believed that the Irish people would not honourably and thus make Ireland the greatest playground of British and Irish liberties.

## BY TELEGRAPH.

[COPYRIGHT.]

## THE DARDANELLES QUESTION.

## LOSS TO BRITISH SHIPPING.

(*Reuter's Service to the China Mail.*)  
LONDON, May 2.  
In the House of Commons, Mr. Acland announced that the Government were very much concerned on account of the loss to shipping owing to the closing of the Dardanelles. Sir Edward Grey, he said, had made urgent representations with a view to arrangements being made for free traffic. In a case of war, it was impossible to protect mutual commerce from all loss or procure compensation in all cases, but the Government would make every effort to prevent further loss.

## THE COMING NAVAL MANOEUVRES.

## AEROPLANES ON BOARD BATTLESHIP.

(*Reuter's Service to the China Mail.*)  
LONDON, May 2.  
The battleship Hibernia, which has been fitted with a launching platform, has left Sheerness for Portland with four aeroplanes. Flights will be made during the King's visit to the Naval Manoeuvres.

## THE O'BRIEN NATIONALISTS.

## THEIR VIEWS OF HOME RULE.

(*Reuter's Service to the China Mail.*)  
LONDON, May 2.  
The O'Brien Nationalist's announcement that it is no *arrivée* peace when they state that it will be their aim to work should the bill become law, for the happiness and the greatness of Great Britain. It would be well for Ireland if they criticised the financial provisions as based upon the mysterious economies which were to be made by the Irish Government; and which were not practicable.

## SHIPPING STRIKE SETTLED.

(*Reuter's Service to the China Mail.*)  
LONDON, May 1.  
The Liverpool Shipping Strike has been settled, the men resuming on the old terms, pending negotiations.

## POLITICS AND COMMERCE.

## AN INTERESTING LAW CASE.

(*Reuter's Service to the China Mail.*)  
LONDON, May 1.  
A telegram from St. Paul, Minnesota, states that the Government has begun a suit in the Federal District Court against the International Harvester Co. of which it seeks a dissolution on the ground of its monopolising the manufacture and sale of harvesting machinery. The prosecution is interesting, as it has been made the issue between President Taft and Col. Roosevelt.

## THE PARISIAN "BANDITS"

## ANOTHER SIEGE PENDING.

## Anarchist's Dramatic Announcement.

(*Reuter's Service to the China Mail.*)  
LONDON, May 1.  
The Paris police are reticent regarding Garnier's doings, but it is believed that they are gradually drawing a cordon around his whereabouts. Yesterday's announcement, however, of the impending siege is apparently premature.

The anarchist, Raimbaud, has informed a Paris magistrate that one of the rich quarters of the city will be blown up in three days' time in revenge of the death of Bonnot.

## DEATH OF A MILLIONAIRE.

## PHILANTHROPIST AND POLITICIAN.

(*Reuter's Service to the China Mail.*)  
LONDON, May 1.  
The death is announced of William Donaldson Crutcher, formerly conservative member for Newcastle-on-Tyne (1895-1900). The deceased has left £1,041,920, which is unexpectedly large in view of the generosity of Mr. Crutcher during his life-time.  
(Note.—Mr. Crutcher, who was born in 1831, was the son of the late George Crutcher, Elswick Works, Newcastle-on-Tyne, one of the founders of that vast industrial organization. His wife, a daughter of Mr. William Neaham, Newcastle, predeceased him twelve years ago. He is survived by three daughters. Deceased was connected with many industrial concerns, and held the position of High Sheriff of Northumberland—Ed. C.M.)

## BY TELEGRAPH.

[COPYRIGHT.]

## P. AND O. DIVIDENDS.

## NO AMALGAMATION.

(*Reuter's Service to the China Mail.*)  
LONDON, May 2.

The Peninsular and Oriental Line announces their half-yearly dividend at the rate of 5 per cent per annum on Preference shares and 7 per cent on Deferred shares. The Company announce their intention of issuing 1,160,000 unissued capital shares to form Preferred cumulative 4 per cent stock for presentation to holders of Preferred and Deferred stock at the rate of 110 for each 100. They add that this increase of capital is intended for the improvement of the Company's service. No reference is made of any rumoured amalgamation or combine, which, as far as the Company is aware, is nonexistent, no such proposition having been made to the Directors. The Company, it is stated, is working in perfect harmony with competitors throughout the whole range of its operations in the East.

## THE PRESIDENTIAL ELECTION.

## POSITION OF PRESIDENT AND EX-PRESIDENT.

(*Reuter's Service to the China Mail.*)  
LONDON, May 2.  
The Boston correspondent of Reuter's agency wires that complete returns of the Massachusetts elections give President Taft a plurality of 3605 over Col. Roosevelt, but the delegation to the Convention show the same number for both candidates, namely eighteen each.

## PERSIA'S POLITICAL PROCEDURE.

## DRASTIC TREATMENT OF OPPONENTS.

(*Reuter's Service to the China Mail.*)  
LONDON, May 2.

Reuter's correspondent at Teheran telegraphs that by virtue of powers conferred on the Chief of the Police by the Cabinet authorising him to arrest, opponents of the Government, sixteen arrests have already been effected, including Salim Mirza, a Democratic leader in the last Majlis. The action is interpreted as being an indication of the Government to prepare for a new election.

## RESULT OF THE "TWO THOUSAND GUINEAS."

(*Reuter's Service to the China Mail.*)  
LONDON, May 1.

The "Two Thousand Guinea" race took place at Newmarket today: distance 1 mile.

The results were:—  
Sweeper II. .... 1  
Jaeger ..... 2  
Hall Cross ..... 3  
At the start the betting was 6 to 1 against Sweeper II., 100 to 1 against Jaeger and 9 to 2 against Hall Cross.

Fourteen ran. Sweeper II. won by a length, while half a length divided the second and third. Allego (with Rickaby up) and Orchestration (ridden by Triggs) and Javelin (Lorenzo) also ran. Truery did not accept.

Jaeger settled down slightly ahead of White Star, who was beaten quarter of a mile from home. Sweeper II. then went ahead, resisting a strong challenge from Jaeger. White Star came in fourth.

The place betting was:—Sweeper II. overs; Jaeger 25 to 1; Hall Cross 6 to 4 on.

## BRITAIN AND AIRCRAFT.

## COLONEL SEELY'S APPEAL.

(*Reuter's Service to the China Mail.*)  
LONDON, May 1.

Colonel Seely, Under-Secretary of State for War, presiding over a conference of aviators, appealed to them to help the Government's scheme. The Government intended to have a far larger proportion of air craft than any Continental nation, and he hoped they would eventually co-operate with the Colonies.

## THE OPIUM QUESTION.

## PERTINENT QUESTIONS ASKED.

(*Reuter's Service to the China Mail.*)  
LONDON, May 1.

Sir J. D. Rees, in the House of Commons, asked whether in view of the neglect of the measures for the suppression of the use of opium in China, the China-Indian Agreement would be continued unchanged? Mr. Montague, Under-Secretary of State for India, said that the Agreement was still in force, and the Government were confident that with the restoration of order the Chinese Government would speedily secure compliance in the Provinces of the stipulations in the Agreement.

## BY TELEGRAPH.

[COPYRIGHT.]

## DEATH OF A NOTABLE ACTRESS.

(*Reuter's Service to the China Mail.*)  
LONDON, May 1.

The death is announced of Miss Beryl Faber, the well-known London actress. She was the wife of Mr Cosmo Hamilton, the dramatist.

## "SYMPATHETIC" STRIKES IN RUSSIA.

(*Reuter's Service to the China Mail.*)  
LONDON, May 1.

Strikes in sympathy with the trouble on the Lena are spreading to St. Petersburg, where thirty thousand people are idle. The police are searching the workmen's houses and many arrests have been made.

## CHINESE AFFAIRS.

(*Wah Tsz Yut Po's Service.*)  
PEKING, May 1.

A big "deficiency" has been discovered by the present Minister of Admiralty on examining the account books, and an explanation is to be asked from Prince Tsai Shun, the former Minister of Admiralty in the Ching Dynasty.

SHANGHAI, May 1.  
The Chief Commander, Wong Hing, who is at Nanking, has been fired at. He was, however, unharmed. It is reported here that Yuan Shih-kai will appoint a Dutchman to be the Financial Adviser of China.

## THE CANTONESE PRESS.

## Sun Yat-sen and the Editors.

The native papers report a long address which Sun Yat-sen delivered to the assembled editors of the Canton press, who had been invited to meet the famous ex-President. In the course of the address, Sun paid a tribute to the power of the press in a very ungrudging way. He pointed out that to the press and the army must be ascribed the honour of the recent Revolution in China. "Moreover," he said, "the press today is a powerful weapon for good or evil, and is capable of leading public opinion in a marked degree. On the other hand, it can be a power that may be used to undo things, as well as to construct." It is pointed out, continued Sun, that the way in which the press of Canton treated Chan Kwong-ming led to his leaving his post, and dedicating to discharge its duties. It is also said, that owing to the critical tendencies of the Canton press, U Han-man is unwilling to take over office in Canton. It was further suggested that in the past the press was accustomed to criticize, and so the tendency has come to be almost a habit. But then it must be remembered that in the previous days they were criticising an effete monarchy of aliens and tyrants, whilst if they use the same language now they are criticising their own people and friends. Therefore, this habit must be changed. The press should be specially careful not to give ear to mere rumours, and publish them as facts. For example, a short time ago one of the papers published a report of the way in which Chan's entertained singing girls and loose characters in his yamen, and so this was knitted about throughout the city. Meanwhile, it was quite incorrect, for nothing of the kind ever happened, and in this way an immense amount of harm might be done. Further, let the editors of the south be reminded that in the north to-day there is peace. If, therefore, there should be trouble in the south of any serious nature, then the north will surely march southwards and the last state of things will be worse than the first. The summing up of the speech was intended to suggest patience. "Suppose now for example there is a child born. It is not yet reared. How then can it be expected to support its parents at once?" At present the People's Government in China is in its infancy. Indeed, it is a time of pain and difficulty. The Government is not yet established; the taxes are not yet arranged, and, therefore, sufficient money is not forthcoming for the support of the Government. Indeed, everything is more or less yet in its infancy; therefore, there should be patience. In the discussion that followed, certain questions were asked. One speaker referred to the question of loans. Sun Yat-sen pointed out that the matter of loans was one of life and death. It is true, it was arranging burdens for those who were coming after, but without loans there would be no life at all, and, therefore, no creditor for the Republic. When asked what arrangements were being made as to outside control, and what that control amounted to, there was no answer forthcoming to that query, and it was dropped. Chan Ts'ing asked what then was to be done in regard to enforcing the doing of the officials? He said that it seemed to be the duty of the editors to criticize, not that they should seek to gratify their private ends or give effect to their private views. If the Government did not do its duty, and if the officials did not themselves obey the law, should not the newspapers, on behalf of the people, point out such departures from previous duty? The right to point out such departures was allowed by law, but editors must not print what was obviously nothing more than rumour, and care must be taken not to make the credit of the Government impossible by publishing the same, thus giving rise to resistance to the general will.

## Pure =

## Drugs

and a practical knowledge

of their properties, are the two chief essentials in the business of the

MODERN &amp; UP-TO-DATE

## CHEMYST &amp; DRUGGIST.

We use none but the purest

Drugs obtainable, and have

an experience of many years.

Physicians Prescriptions

Carefully made up.

PATENT MEDICINES.

WE WANT and if care and

attention will ensure it,

will have Your Confidence.

WATKINS, Ltd.

CHEMYSTS &amp; DRUGGISTS.

Aerated Water Manufacturers.

31, Queen's Road Central.

Public phone, No. 492.

Lane, Crawford &amp; Co.

B. V. D.

Loose Fitting

UNDERWEAR

COAT CUT SHIRTS

Knee Length Drawers.

Sleeping Suits

\$3.00, \$6.00 per Suit.

MUSIC DEPT.

Lane, Crawford &amp; Co.

Invite attention to the NEW

MODEL GRAND and

COTTAGE PIANOFORTES

just issued by

Messrs Collard &amp; Collard

which they have no hesitation

in characterizing as the finest

value ever offered by

THE LEADING ENGLISH

HOUSE.

## HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SHIPS CANALS.

With liberty to call at the Malabar Coast and to proceed via The Cape of Good Hope.

FOR NEW YORK:

For Freight &amp; further particulars, apply to

DODWELL &amp; CO., LTD., Agents.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS

with transhipment at CAIRO, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND "AFRICAN LINE."

Proposed Sailings from Hongkong

Ships from Hongkong.	On or about	Connecting at Calcutta with	on or about
3. AFGAR	6th May	UMHLOTI	20th June.
4. LIGHTNING	11th May		
5. KUTANG	18th May		
6. LAIRANG	24th May		

For Freight and further particulars apply to

DODWELL &amp; CO., LTD., Agents.

## EXPANDED METAL

FOR PLASTER WORK AND RE-INFORCED CONCRETE CONSTRUCTION

AS USED IN

NUMEROUS

IMPORTANT

WORKS

IN

GREAT BRITAIN

AND

AMERICA.

FOR

CEILINGS,

PARTITIONS,

INTERIORS

WALLS,

FOUNDATIONS

FLOORS,

ROOFS,

etc.

THE PREMIER REINFORCING MEDIUM

STOCK LIST, PAMPHLETS, AND PRICES ON APPLICATION

Quotations for any description of Machinery or Engineering Plant on application to

DODWELL &amp; CO., Ltd., MACHINERY DEPT.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

UNION WATERBOAT CO., LD.

CONTRACTORS TO HIS MAJESTY'S NAVY.

The above Company supply Pure, Fresh Water at the Shortest Notice

either for Deck or Engine Room use.

Orders for Supplies will be received at the Company's Office:

QUEEN'S BUILDINGS, HONGKONG.

DODWELL &amp; CO., LTD., GENERAL MANAGERS.

Telephone No. 41.

THE STANDARD LIFE ASSURANCE CO.

(ESTABLISHED 1825).

This old-established and world-renowned Company issues

policies under all the best and modern methods of Life Assurance

to meet varying circumstances.

For prospectus and full particulars apply to

DODWELL &amp; CO., LTD., Agents.

A Kingly Drink with a Kingly Title.

King George IV

Scotch Whisky

THE DISTILLERS COMPANY, LTD.

just issued by

Messrs Collard &amp; Collard

which they have no hesitation

in characterizing as the finest

value ever offered by

THE LEADING ENGLISH

HOUSE.

Gand, Price &amp; Co., Ltd.

Wine Merchants.

12, Queen's Road Central, Hongkong.



## Shipping

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

PORTS	Steamers	To Sail	Remarks
SHANGHAI, MOJI, KOBÉ, SYRIA, AND YOKOHAMA	Capt. R. A. Peters	About 5th May	Freight and Passage.
SHANGHAI	DEVANHA	9th May	Freight and Passage.
LONDON, via usual ports of call	ORIENTAL	11th May	See Special Advertisement.
LONDON & ANTWERP	Capt. VALENTIN	May	Freight and Passage.
via Suez, Fao, Orso, Port Said & Marseilles	PALAWAN	About 15th May	Freight and Passage.

E. A. HEWETT, Superintendent.

P. &amp; O. S. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL  
STEAMSHIP LINE.

VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.

SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
1912	1912
From Hongkong.	From Quebec.
EMPEROR OF JAPAN Sat., May 11.	ALLAN LINE Fri., June 7.
MONTEAGLE Sat., June 1.	EMPEROR OF BRITAIN Fri., June 28.
EMPEROR OF INDIA Sat., June 22.	ALLAN LINE Fri., July 19.

Steamships leave HONGKONG at 6 P.M.

FROM LIVERPOOL	ARRIVE HONGKONG.
To QUEBEC and RAIL TO VANCOUVER.	From YOKOHAMA via KOBÉ, NAGASAKI AND SHANGHAI.
EMPEROR OF BRITAIN Fri., Apr. 26.	MONTEAGLE Sat., May 25.
ALLAN LINE Fri., May 17.	EMPEROR OF INDIA Thurs., Apr. 13.
EMPEROR OF IRELAND Fri., June 7.	EMPEROR OF JAPAN Thurs., July 4.
ALLAN LINE Fri., June 28.	MONTEAGLE Sat., July 27.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus. Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,600 tons, speed 20 knots, and are regarded as second to none on the Atlantic. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10. Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents. Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. W. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way. HONGKONG TO LONDON. Saloon on Intermediate Steamer 'Monteagle' and 1st Class on Canadian and American Railways, 2nd Class on Atlantic. Via Canadian Atlantic Port £45. Via New York £45. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (Opposite Blake Pier).

NIPPONYUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SHANGHAI, SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.	HITACHI MARU, Capt. K. Asakawa, Tons 7000	WEDNESDAY, 8th May, at Noon.
	MIYASAKI MARU, Capt. J. Murai, Tons 6000	WEDNESDAY, 22nd May, at Daylight.
VICTORIA, B.O. and SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU and YOKOHAMA.	SADO MARU, Capt. S. Tominaga, Tons 7000	TUESDAY, 7th May, at Noon.
	INABA MARU, Capt. S. Tominaga, Tons 7000	TUESDAY, 21st May, at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	YAWATA MARU, Capt. Sada, Tons 5000	FRIDAY, 10th May, at Noon.
	NIKKO MARU, Capt. Yagi, Tons 6000	FRIDAY, 7th June, at Noon.
SHANGHAI, MOJI AND KOBÉ.	BOMBAY MARU, Capt. T. Nishiguchi, Tons 6000	WEDNESDAY, 8th May.
KOBÉ & YOKOHAMA.	IYO MARU, Capt. R. Takeda, Tons 7000	THURSDAY, 9th May.
SOMRAT, via SINGAPORE, PENANG, COLOMBO.	HAKATA MARU, Capt. Y. Nomura, Tons 7000	MONDAY, 13th May.
NAGASAKI, KOBÉ and YOKOHAMA.	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 8th May, at Noon.

Inaba Maru will connect at KOBÉ with the new steamer—S.S. 'Yokohama Maru', which will sail from KOBÉ for Seattle on or about 1st June, calling at Keelung. S. Fitted with new system of wireless telegraphy. 1 Cargo only.

## CALCUTTA LINE.

SINGAPORE, PENANG, RANGOON & CALCUTTA	TOTOMI MARU, Capt. A. Mocker, Tons 4000	SATURDAY, 4th May.
	CEYLON MARU, Capt. Y. Tozawa, Tons 6000	SATURDAY, 18th May.

REDUCED SUMMER RATES BETWEEN  
HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1912.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd Class) AVAILABLE FOR 3 MONTHS.

Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st class \$135	\$122	\$108	\$95
2nd class \$81	\$75	\$65	\$57

With option of Rail between steamer's calling ports in Japan.

For further information as to Freight, sailings, etc., apply to T. KUSUMOTO, Manager.

## Shipping

## ? Going Home ?

**A Holiday at Home, and a way to get there that's a holiday.**

**WHY NOT AND THE WAY**

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York.

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the

**PACIFIC MAIL S.S. CO.**

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy, Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

**The Cost:** is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but \$120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$43 to London (return ticket \$74) and to San Francisco \$25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

**Steamers:**

Manchuria	Tons	Starting	Date	Time
Nile	11,000	May 14th	at 1 p.m.	
Mongolia	27,000	May 21st	at 1 p.m.	
Persia	9,000	June 11th	at 1 p.m.	
Korea	18,000	June 18th	at 1 p.m.	
Siberia	18,000	July 2nd	at 1 p.m.	
China	12,000	July 9th	at 1 p.m.	
Manchuria	27,000	July 16th	at 1 p.m.	

\* Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU.  
King's Building (Opposite Blake Pier).  
Telephone No. 141.

Fred J. Halton, Agent.

TOYO KISEN KAISHA.  
IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

**SAN FRANCISCO LINE**

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU & TENYO MARU.

Speed 21 KNOTS. Displacement 21,000 TONS.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER.

Speed 18 KNOTS. Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATIONS)

Steamer	Captain	Date of Sailing
Chiyo Maru	W. W. GAZER	Tuesday, 7th May, at Noon.
NIPPON MARU	A. G. STEVENS	TUESDAY, 28th MAY, at Noon.
TENYO MARU	E. BENT	TUESDAY, 4th JUNE, at Noon.
SHINYO MARU	H. S. BENT	TUESDAY, 25th JUNE, at Noon.

The S.S. CHIYO MARU will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on TUESDAY, the 7th May, at Noon.

**SOUTH AMERICA LINE.**

(In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO, and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ).

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers:-

BUYO MARU, HONGKONG MARU & KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, OALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATIONS).

Steamer	Tons	Date of Sailing
Hongkong Maru	17,000	Friday, 7th June, at NOON.
KIYO MARU	17,000	TUESDAY, 8th AUGUST, at Noon.
BUYO MARU	11,500	FRIDAY, 4th OCTOBER, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES—TO OFFICERS OF THE ARMY AND NAVY, members of the CIVIL & CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to K. MATSUDA, Agent, KING'S BUILDING (Opposite Blake Pier).

## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, via STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

MAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

**Next sailings from HONGKONG**

Outward	Home
For Shanghai, Kobe & Yokohama	For Hamburg, Bremen & Antwerp
S.S. RATHEN	S.S. O.J.D. AILERS
24th May	24th May
S.S. ALPHEA	For Hamburg, Bremen & Antwerp
24th May	S.S. FRED. LARSEN
S.S. SNOVIA	For Hamburg, Bremen & Antwerp
4th June	S.S. RATHEN
	24th May

For further particulars apply to HAMBURG-AMERIKA LINIE, Agents, 10, Praya Street.

## Shipping

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

For	Steamers	To Sail
SHANGHAI	WAIHSING	FRIDAY, May 3, at Noon.
MANILA	YUENSIANG	SATURDAY, May 4, at 5 p.m.
SHANGHAI	CHOYSANG	SUNDAY, May 6, Daylight.
SINGAPORE, PENANG & CALCUTTA	HOPSANG	MONDAY, May 6, at Noon.
TIENSIEN	CHIPSING	TUESDAY, May 7, at Noon.
MANILA	LOONGSANG	SATURDAY, May 11, at 5 p.m.
SHANGHAI, KOBÉ and MOJI	FOOKSANG	SUNDAY, May 19, Daylight.

**RETURN TOURS TO JAPAN.** (Occupying 24 days).

THE steamers Kueing, Namang and Fookang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chifu, Tientsin, via Chienwan.

Taking Cargo on Through Bills of Lading to Kanda, Labad, Dain, Sapporo, Tawu, Utsun, Jemulon and Lebanon.

For Freight or Passage, apply to Telephone No. 215.

**JARDINE, MATHESON & Co., Ltd.**  
General Managers.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN  
**Kobe, Hongkong and Rangoon.**

**EASTWARD**

The S.S. FAZILKA 4155 tons, Captain W. H. WHITTINGHAM, will be despatched for YOKOHAMA & KOBÉ on the 9th May, at Noon, taking cargo and passengers at current rates. To be followed by S.S. WARDHA 3978 tons, Captain E. W. PACE.

**WESTWARD**

The S.S. FULTALA will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 10th May, at Noon, followed by the S.S. FAZILKA.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight & Passage, apply to Telephone No. 215.

**JARDINE, MATHESON & Co., Ltd.**  
Agents.

## 'SHIRE' LINE OF STEAMERS, LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

For	Steamers	Date of Departure
LONDON, ROTTERDAM, & ANTWERP	'FLINTSHIRE'	about 19th May.
SHANGHAI, KOBÉ AND YOKOHAMA	'MONMOUTHSHIRE'	about 1st June.
LONDON & ANTWERP	'DENBIGHSHIRE'	about 15th June.

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

\* Does not carry passengers.

For Freight or Passage apply to Telephone No. 215.

**JARDINE, MATHESON & Co., Ltd.**  
Agents.

Hongkong, February 15, 1912.

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, AMOY, NINGPO & SHANGHAI	HUKAY	May 3, at 4 p.m.
SHANGHAI	LYNAN	May 4, at Noon.
MANILA, CEBU & ILOILO	THAY	May 7, at 4 p.m.
SHANGHAI	CHIKING	May 9, at 4 p.m.
SHANGHAI	ASHU	May 11, at Noon.

**DIRECT SAILINGS TO WEST RIVER—Twice Weekly.**

S.S. 'LINTAN' and S.S. 'SANTU' IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA (morning) THURSDAY ISLAND, COCKATON, CAIRNS, TOWNSVILLE, GUTHRIE, BRISBANE, SYDNEY and MELBOURNE.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES: Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

\* MANILA LINE. Twin Screw Steamers 'Tan' & 'Taming'. Saloon accommodation 'amidsips'. Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. 'Kaitum' is situated on deck aft.

\* SHANGHAI LINE. FAST SCHEDULED TWIN SCREW STEAMERS—(S.S. 'Chienan', 'Linan', 'Chinun')—with excellent passenger accommodation. Electric Light throughout and Electric Fans in State-rooms and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

**REDUCED FARES: Single \$45 Return \$75.**

For Freight or Passage, apply to Telephone No. 26.

**BUTTERFIELD & SWIRE**  
AGENTS.

NORDDEUTSCHER LLOYD,  
BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	Steamers	Tons	To Sail
HAPLES, GENOA, ALGIERES, SIBIRIATRA, SOUTHAMP, FOR ANTWERP & BREMEN	PRINZ LUDWIG, Capt. F. v. Blum	(17,000)	WEDNESDAY, 15th May, at Noon.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	GRIENAU, Capt. Th. Stollery	(16,000)	about THURSDAY, 16th May.
MANILA, YAP, MARON, RAMATIA, NEWGUINIA, DUBHAI, SYDNEY & MELBOURNE	COBLENZ, Capt. L. Klugke	(6,750)	SATURDAY, 18th May, at Noon.
KOBÉ	COBLENZ, Capt. L. Klugke	(6,750)	about THURSDAY, 24th May.
KUDAL and SANDAKIN	COBLENZ, Capt. L. Klugke	(6,750)	about THURSDAY, 24th May.

All the steamers of the Imperial German Line are fitted with wireless telegraphy. For further particulars apply to Telephone No. 26.

**NORDDEUTSCHER LLOYD**  
AGENTS, 10, Praya Street.

## Shipping

RUSSIAN VOLUNTEER FLEET  
NOTICE

FOR ODESSA.

THE Steamship YAROSLAVL (due here on SATURDAY, the 4th May), will very likely leave on the same day in the AFTERNOON.

For further particulars, apply to MCKLOERS & CO., Agents, Russian Volunteer Fleet, Hongkong, May 1, 1912.

FOR CAICOITA, PENANG AND SINGAPORE.

Taking cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship GREGORY APOU, Capt. J. E. DRAKE, will be ready for the above ports on WEDNESDAY, the 8th May, at 4 p.m.

For Freight or Passage, apply to DAVID SASSON & Co., Ltd., Agents, Hongkong, April 30, 1912.

FOR SHANGHAI, KOBÉ AND MOJI.

THE Steamship DILWARA, Captain H. A. SHAW, will be despatched for the above ports on WEDNESDAY, the 8th May, at 4 p.m.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

**RETURN TOURS TO JAPAN.** (Occupying 20 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers. Fares for round trip \$120.

For Freight or Passage apply to DAVID SASSON & Co., Ltd., Agents, Hongkong, April 30, 1912.

THE Steamship ORIENTAL, Captain VALENTIN, carrying 314 Passengers will be despatched from this for BOMBAY, on SATURDAY, the 11th May, 1912, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship 'Malak' 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed via Bombay by the S.S. 'Persia' due in London on the 22nd June, 1912.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent, Hongkong, April 29, 1912.

THE AMERICAN & MANCHURIAN LINE.

FOR NEW YORK.

(With Liberty to call at the Malabar Coast and to proceed via The Cape of Good Hope).

THE Steamship MATOPPO, Captain DOSTKIN, will be despatched for the above Port on WEDNESDAY, 15th May.

For Freight, etc., apply to THE BANK LINE, LTD., General Agents, Hongkong, April 15, 1912.

THE CHINA MAIL.

NOTICE

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in any other paper will be inserted.

Letters relating to business should be addressed to THE SECRETARY.

Orders for extra copies of the CHINA MAIL should be sent as soon as possible as the supply is limited. Cash 40 cts. Credit 50 cts. per copy.

Advertisements and additions to advertisements must be sent to the Editor, No. 10, Praya Street, not later than 11 a.m.

Advertisements and additions to advertisements must be sent to the Editor, No. 10, Praya Street, not later than 11 a.m.

Advertisements and additions to advertisements must be sent to the Editor, No. 10, Praya Street, not later than 11 a.m.

Advertisements and additions to advertisements must be sent to the Editor, No. 10, Praya Street, not later than 11 a.m.

Advertisements and additions to advertisements must be sent to the Editor, No. 10, Praya Street, not later than 11 a.m.

Advertisements and additions to advertisements must be sent to the Editor, No. 10, Praya Street, not later than 11 a.m.

Advertisements and additions to advertisements must be sent to the Editor, No. 10, Praya Street, not later than 11 a.m.

Advertisements and additions to advertisements must be sent to the Editor, No. 10, Praya Street, not later than 11 a.m.

Advertisements and additions to advertisements must be sent to the Editor, No. 10, Praya Street, not later than 11 a.m.

Advertisements and additions to advertisements must be sent to the Editor, No. 10, Praya Street, not later than 11 a.m.

Advertisements and additions to advertisements must be sent to the Editor, No. 10, Praya Street, not later than 11 a.m.

Advertisements and additions to advertisements must be sent to the Editor, No. 10, Praya Street, not later than 11 a.m.

Advertisements and additions to advertisements must be sent to the Editor, No. 10, Praya Street, not later than 11 a.m.

Advertisements and additions to advertisements must be sent to the Editor, No. 10, Praya Street, not later than 11 a.m.



## Shipping

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1912.  
PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR  
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Tons	Due Marseilles (Brindisi 5 days earlier)	Due London (London 1 day later)
ORIENTAL	May 28	MALWA	11000	June 8	June 14
DEVANHA	May 31	CHINA	8000	June 11	June 17
DELTA	June 3	MAEDONIA	10500	June 13	June 19
ARCADIA	June 10	MOREA	11000	June 20	June 26

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON

1st SALOON £71.10 SINGLE £108.14 RETURN.

2nd SALOON £48.8 2nd 73.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

## LONDON.

CARRYING 1st and 2nd SALOON-PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Tonnage	Leave Hongkong	Due London
SAMUR	7000	May 15	June 14
YALWAN	5000	May 18	June 17
BORNEO	5000	May 29	June 28
SYRIA	7000	June 12	July 11
MORE	7000	June 26	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARE TO LONDON

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd £33.10 2nd 57.4

For further particulars apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE  
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN  
Via SHANGHAI.For SHANGHAI, KOBE AND YOKOHAMA  
ERNEST-SIMONS, GIBARD. May 6, about 8 P.M.For MARSEILLES, Via Port  
VILLE DE LA CROIX, CHARBONNEL. May 7, at 1 P.M.

TRANSHIPMENT on the Co's Steamers at SINGAPORE, PENANG, COLOMBO, PORT SAID, for the LEVANT, CONNAT, SYRIA and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

DOUGLAS STEAMSHIP CO., LD.  
HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING
HAITAN	Capt. J. S. Roach	FRIDAY, 3rd May, at 11 A.M.
HAITANG	Capt. J. W. Evans	TUESDAY, 7th May, at 11 A.M.
HAICHING	Capt. W. C. Pasmore	FRIDAY, 10th May, at 11 A.M.

## FOR SWATOW AND RETURN

(Occupying 3 Days)

STEAMERS	CAPTAIN	LEAVING
HAIMUN	Capt. A. H. Stewart	SUNDAY, 5th May, at 10 A.M.
		WEDNESDAY, 8th May, at 11 A.M.

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK &amp; CO.,

General Managers.



## PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
SAIRO	4000	M. O. Smith	Manila, Mangarin, Iloilo & Cebu	FRIDAY, May 10, at 4 P.M.
SUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo & Cebu	Monday, May 20, at 4 P.M.

For freight and Passage, apply to

Shewan, Tomes &amp; Co. General Managers.

## Shipping

## THE BANK LINE, LIMITED.

(REGULAR SERVICE FROM HONGKONG TO  
VICTORIA, VANCOUVER, SEATTLE, TACOMA  
and PORTLAND (Or.),  
via SHANGHAI & JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

STEAMER	Tons	CAPTAIN	ON OR ABOUT

To be followed by other steamers of the Company at regular intervals.  
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.

Will call at AMOY and KEELUNG if sufficient inducement offers.

For Rates or Freight or Passage apply to

THE BANK LINE, LIMITED,

KING'S BUILDING, PRINCE'S CENTRAL.

## INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to steamers of the Indian African Line.

## NEXT SAILING.

FROM HONGKONG. 27th April. s.s. 'Tymeric', 11th May.

For Rates and further information, apply to

THE BANK LINE LIMITED,

(MANAGING AGENTS).

Hongkong, April 1, 1911.

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

The Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transhipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS:  
FROM HONGKONG. For rates of Freight and further particulars apply to  
FROM CALCUTTA. End January. End February.

THE BANK LINE, LIMITED,

MANAGING AGENTS.

## New Line of Steamers

TO

South African Ports.

## ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS:  
S.S. DUNKER, 3,000 tons. To be despatched 1st Half of May.  
And regularly thereafter.For rates of Freight or regularly Passage apply to  
THE BANK LINE, LIMITED,  
Managing Agents.

Hongkong, August 23, 1911.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE

## TO AUSTRALIA.

## MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	May 2.	May 25th, at Noon.
ALLENHAM	May 17.	June 8th, at Noon.
EMPIRE	May 31.	June 22nd, at Noon.
ST. ALBANS	June 2.	July 20th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars, apply to  
GIBB, LIVINGSTON & CO.  
Agents.

Hongkong, November 2, 1908.

THE CHINA MAIL  
COMBINED COLOURED  
TYPHOON MAP & GUIDE

Showing tracks and daily progress of the big Typhoons during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents.

From the CHINA MAIL OFFICE

## Shipping

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE.VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.  
S.S. BOHEMIA, 7900 tons, will leave above on May 19th, at 6 p.m.  
S.S. AFRICA, 8840 tons, will leave above on June 19th, at 6 p.m.  
Superior accommodation for 1st and 2nd Class and Stevedores passengers. Cheap rates. Hongkong-Trieste Venice 250 1st class, 250 2nd class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

## TO SHANGHAI.

S.S. BOHEMIA, 7900 tons, will leave as above on May 26th, at Daylight.

## MONTHLY ORDINARY SERVICE.

S.S. PERSIA, 12,500 tons, will leave for YOKOHAMA & KOBE, via SHANGHAI about 30th May.  
S.S. E. FRANZ FERDINAND, 12,300 tons, will leave for TRIESTE, FIUME and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, on 14th June.

These steamers are fitted with comfortable One class accommodation for Saloon passengers. Cheap rates. Hongkong-Trieste Venice 243 no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

## ROUND THE WORLD TICKETS ARE ISSUED.

Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to  
HANDER, WIELER & CO., Agents,  
PRINCE'S BUILDING.

[Hongkong, January 3, 1912.]

## OSAKA SHOSSEN KAISHA.

## REGULAR SERVICES PROPOSED

## SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

## TRANS-PACIFIC SERVICE

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
VICTORIA, B.C. & TACOMA via Nagasaki, Kobe, Yokohama	SEATTLE MARU,	6182	Thursday, 16th May, at 1 p.m.
VICTORIA, B.C. & TACOMA via Shanghai, Moji, Kobe, Yokohama	MEXICO MARU,	6064	Tuesday, 28th May, at 1 p.m.

1st-class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco... \$110

The Co.'s newly built steamers have fair speed. Superior accommodation for Stevedores passengers attended by MIDSHIPMEN. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Pearls. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
SAIGON (Dunlop)	YERMO MARU	SATURDAY, 4th May, at Daylight.
TAMSAI via SWATOW & AMOY	DAIGH MARU,	SUNDAY, 6th May, at Noon.
FOOCHOW, via SWATOW & KALJO	MARU,	WEDNESDAY, 8th May, at Noon.

Fair speed, Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passage, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager

## DIRECT ROUTE TO AMERICA.

## GREAT NORTHERN STEAMSHIP COMPANY

S.S. MINNESOTA.  
Capacity 28,000 Tons. Length 630 Feet. Beam 73 Feet.  
21,000 Tons Gross Register. 34,000 Tons Displacement.  
EQUIPPED WITH WIRELESS TELEGRAPHY.  
(CAPT. T. W. GARLOCK.)SAILS FROM HONGKONG ON MONDAY, May 6th, at NOON.  
FOR  
SEATTLE via NAGASAKI, INLAND SEA, KOBE and YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Saloon and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail, if desired, between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For full information regarding freight or passage apply to  
NIPPON YUSEN KAISHA, PRINCE'S BUILDING.  
Hongkong, November 1, 1911.

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.Head Office for the Far East: 16, DES VERRS ROAD CENTRAL, HONGKONG.  
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 22, WATER STREET.

TICKETS accepted in EXCHANGE by the principal STEAMSHIP LINES at SHANGHAI, HANKOW, PEKING, TIENTSIN, MANCHURIAN RAILWAY.

TOURS arranged for ALL PARTS of the World.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

Head Office: LUDGATE CIRCUS, LONDON, E.C.

## "HONGKONG'S MUSICAL HISTORY"

BY H. L. O. GARRETT.

Being a reprint of a series of articles that appeared in the CHINA MAIL.

Price 20 cents.

## Notices to Consignees

## NOTICE TO CONSIGNEES.

## THE STEAMSHIP LLOYD.

## FROM GLASGOW, LIVERPOOL AND STRAIT.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Liverpool, whence delivery from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th May will be subject to suit.

All claims against the steamer must be presented to the Underwriter on or before the 30th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th May, at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL &amp; Co., Ltd., Agents.

Hongkong, April 30, 1912.

## PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## FROM SAN FRANCISCO, JAPAN PORTS &amp; SHANGHAI.

CONSIGNEES of CARGO on Steamship NILE.

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and to take immediate delivery of cargo from the wharves.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

Cargo remaining on board after THURSDAY, May 2nd, 1912, at 5 p.m. will be landed at Consignees' risk and expense, and delivery must be taken from Company's Godown.

Cargo remaining undelivered on TUESDAY, 7th May, 1912, at Noon, will be subject to rent and landing charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown on MONDAY, May 6th, 1912, at 10 A.M.

All claims must be filed on or before May 20th, 1912, otherwise they will not be recognized.

FRED J. HAYTON, Agent.

## NOTICE TO CONSIGNEES FROM EUROPE.

## THE H. A. L. STEAMSHIP AND ALUOLA.

Captain AXELT, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or warehouses of the Hongkong &amp; Kowloon Wharf &amp; Godown Company.

Whichever delivery may be obtained against Bills of Lading consigned by the Underwriter.

Optional Cargo will be carried on unless notice to this contrary be given 7 days before the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th inst. will be subject to suit.

All broken, chafed, and damaged Goods must be left in the Godowns where they will be examined on the 6th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo—  
Ex s.s. Kong Shing from Hongkong.  
Ex s.s. Taki from Christiania.  
Ex s.s. Jule from  
Ex s.s. Trolldenry from Alton.HAMBURG-AMERICA LINE.  
Hongkong Office.

Hongkong, May 1, 1912.

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 10 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 8.10 p.m. Every 10 minutes.

## SUNDAY.

8.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.  
7.30 a.m. (Sunday).

## NIGHT CARS on Week Days.

Saturdays.  
Extra Cars at 1.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDER BURNHAM, The York Road, Canton.

## JOHN D. HUMPHREYS &amp; SON.

## NOTES ON WILD LIFE IN HONGKONG AND SOUTH CHINA.

By the Rev. G. A. HUMPHREYS, M.A.

To be had of the CHINA MAIL OFFICE.

Price 40 cents.



## PYRMONT-SAUERLING

IS A

## Natural Mineral Water

Clear as crystal, rich in carbonic acid and of an agreeable

mild taste, its good qualities are highly

recommended by the best Medical Authorities.

NOT ONLY A

Refreshment and  
Table Water,

BUT ALSO A

PROMINENT HEALTH  
BEVERAGE.

PRICES AS FOLLOWS:—

50 Bts of 1 Liter @ \$11.75.

50 " " " @ 9.00.

50 " " " @ 8.00.

100 " " " @ 17.50.

100 " " " @ 15.75.

Sole Agents for Hongkong,

## MacEwen, Frickel &amp; Co.,

4, DES VŒUX ROAD, HONGKONG.

## SHIPPING

## ARRIVALS.

May 1.

Katochi, British str., 1,227, Plunkett-

Cole, Wei-hai-wei April 25, General—

Butterfield &amp; Swire.

Daiji Maru, Japanese steamer, 846, Y.

Sonekawa, Tamsui April 28, Amoy 23, and

Swatow 30, General—O. S. K.

Dewanagiri, German steamer, 1,057, E.

Guthmann, Saigon April 27, Meul and

Rice—Butterfield &amp; Swire.

Hopang, British str., 1,359, J. M. Hay,

Calcutta and Singapore April 14, General—

Andrus, MacEwen &amp; Co., Ltd.

Signal, German str., from Canton.

May 2.

Feiching, Chinese str., 998, A. Crawford,

Shanghai April 28, General—C. M. S. N.

Co.

Linen, British str., 1,222, C. Williams,

Shanghai April 28, General—Butterfield

&amp; Swire.

Stentor, British steamer, 3,305, A. D.

Baker, Liverpool and Singapore April 17,

General—Butterfield &amp; Swire.

## DEPARTURES.

May 2.

Buckow, for Shanghai and Yokohama.

Ningchow, for Saigon and Liverpool.

Bunkiang, for Haiphong.

Chidder, for Manila.

Shantung, for Wakanau.

Longmoon, for Shanghai.

Chunghua, for Manila.

Chenghai, for Haiphong.

Andalusia, for Shanghai and Yokohama.

Hidrand, for Hiohoo and Bangkok.

Kwintong, for Shanghai.

Tientsin, for Shanghai.

Chenai, for Shanghai.

Linen, for Canton.

Darl Diederichsen, for Haiphong.

## CLEARED.

Triumph, for Hiohoo and Pakhoi.

Feiching, for Canton.

Waihsing, for Shanghai.

Hansen, for Swatow and Shanghai.

Tientsin, for Swatow.

Kwintong, for Amoy and Tientsin.

## PASSENGERS.

ARRIVED.

Per Lina, from Shanghai, Messrs B.

Sawen, Whamond, Thornton and Wookley,

Rev. W. E. Hewell, Rev. Bunbury, Miss

## Chs. J. GAUPP &amp; Co.,

Watchmakers, Jewellers and Opticians.

FINEST QUALITY DIAMOND JEWELLERY,  
A SPECIALITY.

## GOLD &amp; SILVER WATCHES

OF BEST ENGLISH, AMERICAN, SWISS  
MANUFACTURE.

## CLOCKS

Fancy Gilt, Travelling, Marble, &amp;c.

## To-day's Advertisements

CHINA TRADERS' INSURANCE CO.,  
LIMITED.

## NOTICE.

FROM this date and during my absence  
from the Colony Mr. A. R. ROUSE  
will act as SECRETARY of the Company.  
By Order of the Board,  
C. MONTAGUE EDE,  
Secretary.  
Hongkong, May 2, 1912. 613UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

## NOTICE.

FROM this date and during my absence  
from the Colony Mr. A. R. ROUSE  
will act as SECRETARY of the Society.  
By Order of the Board,  
C. MONTAGUE EDE,  
Secretary.  
Hongkong, May 2, 1912. 614PROPERTY INSURANCE CO.,  
LTD. OF LONDON

(FIRE DEPARTMENT)

THE Undersigned, having been Appointed  
GENERAL AGENTS of the  
Company for Hongkong and its  
Dependencies, are prepared to accept  
approved risks against Fire at current  
rates.MOW FUNG & CO.,  
General Agents.

Hongkong, May 1, 1912. 615

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG  
AND SINGAPORE.THE Company's Steamship Hopang,  
having arrived from the above Port  
Carrying cargo by her are hereby  
informed that their goods will be delivered  
from alongside.Cargo imported for the discharge or remain-  
ing on board after Noon, the 3rd inst.  
will be landed at Consignees' risk and  
expense.No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATTHEW & CO., Ltd.,  
General Managers.

Hongkong, May 2, 1912. 616

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD.

BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship  
BUELOW,  
having arrived, Consignees of cargo are  
hereby informed that their goods, with the  
exception of Opium, Treasure and Valuable  
articles are being landed and stored at their  
risk into the warehouses and/or extra  
warehouses of the Hongkong and  
Kowloon Wharf and Godown Company,  
Limited, Kowloon & West Point Godowns,  
whence delivery may be obtained.Optional Cargo will be forward on unless  
intimation is received from the Consignees  
before Noon To-day requesting it to be  
landed here.No claims will be admitted after the 8th of  
May will be subject to rent.All Broken, Chafed, and Damaged Goods  
are to be left in the Godowns, where they  
will be examined of the 8th of May, at  
8.30 a.m.All claims must reach us before the 15th of  
May, 1912, or they will not be re-  
cognized.No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
the Undersigned.

NORDEUTSCHER LLOYD.

MELORES & CO.,  
General Agents.

Hongkong, May 1, 1912. 617

PASSENGERS EXPORTED.

Per P. & O. S. S. Syria, from London,  
March 23, due Hongkong May 7, Mrs.  
Ormsford and child, Mrs. W. J. Ratty and  
child, Lieut. W. F. Christian, Mr. W. S.  
Batecock, Miss C. L. Lordin, Mr. A. Nice.Per P. & O. S. S. Nore, from London  
April 6, due Hongkong May 16, Mr. V. T.  
Harbord, Mrs. A. C. Cleaver and child,  
Miss King, Miss M. Harding, Mr. and  
Mrs. Hennessey.Per P. & O. S. S. Moore, connecting with  
the S. S. Delta at Colombo. From London  
April 19, due Hongkong May 23, From  
Mauritius Mr. H. Sutton, Mr. G. H. Hard-  
son.

## Temperatures.

Hongkong, May 2, 1912.

Barometer 9 a.m. 29.86

Do 1 p.m. 29.87

Do 4 p.m. 29.88

Thermometer 9 a.m. 70

Do 1 p.m. 72

Do 4 p.m. 73

Do (Wet bulb) 9 a.m. 74

Do 1 p.m. 75

Do 4 p.m. 76

Do (Wet bulb) 1 p.m. 75

Do 4 p.m. 76

Do (Wet bulb) 4 p.m. 75

Do 7 p.m. 76

Do (Wet bulb) 7 p.m. 75

Do 10 p.m. 76

Do (Wet bulb) 10 p.m. 75

Do 11 p.m. 76

Do (Wet bulb) 11 p.m. 75

Do 12 a.m. 76

Do (Wet bulb) 12 a.m. 75

Do 1 a.m. 76

Do (Wet bulb) 1 a.m. 75

Do 2 a.m. 76

Do (Wet bulb) 2 a.m. 75

Do 3 a.m. 76

Do (Wet bulb) 3 a.m. 75

Do 4 a.m. 76

Do (Wet bulb) 4 a.m. 75

Do 5 a.m. 76

Do (Wet bulb) 5 a.m. 75

Do 6 a.m. 76

Do (Wet bulb) 6 a.m. 75

Do 7 a.m. 76

Do (Wet bulb) 7 a.m. 75

Do 8 a.m. 76

Do (Wet bulb) 8 a.m. 75

Do 9 a.m. 76

Do (Wet bulb) 9 a.m. 75

Do 10 a.m. 76

Do (Wet bulb) 10 a.m. 75

Do 11 a.m. 76

Do (Wet bulb) 11 a.m. 75

Do 12 a.m. 76

Do (Wet bulb) 12 a.m. 75

Do 1 a.m. 76

Do (Wet bulb) 1 a.m. 75

Do 2 a.m. 76

Do (Wet bulb) 2 a.m. 75

Do 3 a.m. 76

Do (Wet bulb) 3 a.m. 75

Do 4 a.m. 76

Do (Wet bulb) 4 a.m. 75

Do 5 a.m. 76

Do (Wet bulb) 5 a.m. 75

Do 6 a.m. 76

Do (Wet bulb) 6 a.m. 75

Do 7 a.m. 76

Do (Wet bulb) 7 a.m. 75

Do 8 a.m. 76

Do (Wet bulb) 8 a.m. 75

Do 9 a.m. 76

Do (Wet bulb) 9 a.m. 75

Do 10 a.m. 76

Do (Wet bulb) 10 a.m. 75

Do 11 a.m. 76

Do (Wet bulb) 11 a.m. 75

Do 12 a.m. 76

Do (Wet bulb) 12 a.m. 75

Do 1 a.m. 76

Do (Wet bulb) 1 a.m. 75

Do 2 a.m. 76

Do (Wet bulb) 2 a.m. 75

Do 3 a.m. 76

Do (Wet bulb) 3 a.m. 75

Do 4 a.m. 76

Do (Wet bulb) 4 a.m. 75

Do 5 a.m. 76

Do (Wet bulb) 5 a.m. 75

Do 6 a.m. 76

Do (Wet bulb) 6 a.m. 75

Do 7 a.m. 76

Do (Wet bulb) 7 a.m. 75

Do 8 a.m. 76

Do (Wet bulb) 8 a.m. 75

Do 9 a.m. 76

Do (Wet bulb) 9 a.m. 75

Do 10 a.m. 76

Do (Wet bulb) 10 a.m. 75

Do 11 a.m. 76

Do (Wet bulb) 11 a.m. 75

Do 12 a.m. 76

Do (Wet bulb) 12 a.m. 75

Do 1 a.m. 76

Do (Wet bulb) 1 a.m. 75

Do 2 a.m. 76

Do (Wet bulb) 2 a.m. 75

Do 3 a.m. 76

Do (Wet bulb) 3 a.m. 75

Do 4 a.m. 76

Do (Wet bulb) 4 a.m. 75

Do 5 a.m. 76

Do (Wet bulb) 5 a.m. 75

Do 6 a.m. 76

Do (Wet bulb) 6 a.m. 75

Do 7 a.m. 76

Do (Wet bulb) 7 a.m. 75

Do 8 a.m. 76

Do (Wet bulb) 8 a.m. 75

Do 9 a.m. 76

Do (Wet bulb) 9 a.m. 75

Do 10 a.m. 76

Do (Wet bulb) 10 a.m. 75

Do 11 a.m. 76

Do (Wet bulb) 11 a.m. 75

Do 12 a.m. 76

Do (Wet bulb) 12 a.m. 75

Do 1 a.m. 76

Do (Wet bulb) 1 a.m. 75

Do 2 a.m. 76

Do (Wet bulb) 2 a.m. 75

Do 3 a.m. 76

Do (Wet bulb) 3 a.m. 75

Do 4 a.m. 76

Do (Wet bulb) 4 a.m. 75

Do 5 a.m. 76

Do (Wet bulb) 5 a.m. 75

Do 6 a.m. 76

Do (Wet bulb) 6 a.m. 75

Do 7 a.m. 76

Do (Wet bulb) 7 a.m. 75

Do 8 a.m. 76

Do (Wet bulb) 8 a.m. 75

Do 9 a.m. 76

Do (Wet bulb) 9 a.m. 75

Do 10 a.m. 76

Do (Wet bulb) 10 a.m. 75

Do 11 a.m. 76

Do (Wet bulb) 11 a.m. 75

Do 12 a.m. 76

Do (Wet bulb) 12 a.m. 75

Do 1 a.m. 76

Do (Wet bulb) 1 a.m. 75

Do 2 a.m. 76

Do (Wet bulb) 2 a.m. 75

Do 3 a.m. 76

Do (Wet bulb) 3 a.m. 75

Do 4 a.m. 76

Do (Wet bulb) 4 a.m. 75

Do 5 a.m. 76

Do (Wet bulb) 5 a.m. 75

Do 6 a.m. 76

Do (Wet bulb) 6 a.m. 75

Do 7 a.m. 76

Do (Wet bulb) 7 a.m. 75

Do 8 a.m. 76

Do (Wet bulb) 8 a.m. 75

Do 9 a.m. 76

Do (Wet bulb) 9 a.m. 75

Do 10 a.m. 76

Do (Wet bulb) 10 a.m